

growth of that great port is apparent. Apply them to Hatteras, or to all of the coast line of North Carolina—which, as you will see, lies far East of the normal coast line—and we have explanation of the commercial inferiority of North Carolina before the war.

Fayetteville, it will be seen, lies on the (theoretical) normal coast line from New York to Savannah—to be exact, it is a few miles West of it. Therefore its reconstitution as a port enjoying year 'round navigation to the sea would yield to it a traffic territory bounded (on the North and on the South) by parallel or slightly divergent lines. By an apparently singular but in fact an altogether logical coincidence, this is precisely the territory which supplied its trade by wagon roads in the old days, the wagoner's interest causing him to seek the nearest port. In other words, Fayetteville (barring its want of deep water) would again supply to North Carolina the advantages of a normal port.

A printed brief of the foregoing was placed on the desk of each Senator and Representative in the Legislature in 1901, on the morning of January 18th, and a joint resolution requesting our Senators and Representatives in Congress to exert their united influence to secure the passage of an amendment to the River and Harbor bill at that session authorizing the adoption of the plan for securing a minimum depth of 8 feet of water between Wilmington and Fayetteville throughout the year, as recommended by the government engineer, Captain Lucas, was adopted unanimously the same day.

Circumstances in my political career had won for me the strong friendship of the late Senator Jones, of Arkansas, chairman of the National Democratic Committee. I asked him to make himself master of my arguments and, if approved by him, to exert his great influence in behalf of our project. He not only did this, but he enlisted the influence of his colleague, Senator Berry, a one-legged Confederate veteran, who was the ranking Democrat on the Commerce Committee and therefore the Democratic member of the conference committee, and who became an enthusiastic advocate of our cause. Through his influence our project was included in the River and Harbor bill and \$150,000 appropriated for beginning the work. The whole bill, however, was defeated by Senator Carter, of Montana, who held the floor of the Senate until the expiration of that Congress at midnight of March 3rd.

The unexpected inclusion of this item in the bill of 1901, seemed to alarm the interests opposed to the project, and a powerful opposition was developed when the subject came before Congress in 1902. But Jones and Berry triumphed again. At the critical moment, when the House conferees threw out our amendment unceremoniously, Berry thumped his crutch on the floor, declaring